and air holes at the top of all baffle plates shall be provided.

(9) Iron or steel tanks shall not be galvanized on the interior. Galvanizing paint or other suitable coating shall be used to protect the outside of iron and steel tanks.

(b) *Installation.* (1) Tanks containing fuel for emergency lighting units shall be located on an open deck or in an adequately ventilated metal compartment. No tank shall be located in a compartment where the temperature may exceed 150 °F.

(2) When cylindrical tanks are installed, longitudinal seams shall be located as near the top of the tank as possible. Fuel tanks shall be located in, or as close as practicable, to the machinery space which is served.

(3) Fuel tanks shall be so installed as to permit examination, testing, or removal for cleaning.

(4) Fuel tanks shall be adequately supported and braced to prevent movement. Portable tanks are not permitted.

(5) All fuel tanks shall be electrically bonded to the common ground.

(c) *Tests.* (1) Prior to installation, tanks vented to the atmosphere shall be tested to and must withstand a pressure of 5 pounds per square inch or 1½ times the maximum head to which they may be subjected in service, whichever is greater. A standpipe of 11½ feet in height attached to the tank may be filled with water to accomplish the 5 pounds per square inch test. Permanent deformation of the tank will not be cause for rejection unless accompanied by leakage.

(2) After installation of the fuel tank on a vessel the complete installation shall be tested in the presence of a marine inspector to a head not less than that to which the tank may be subjected in service. Fuel may be used as a testing medium.

(3) All tanks not vented to atmosphere shall be constructed and tested in accordance with part 54 of this subchapter.

[CGFR 68–82, 33 FR 18878, Dec. 18, 1968, as amended by CGFR 69–127, 35 FR 9980, June 17, 1970; CGFR 72–59R, 37 FR 6190, Mar. 25, 1972; USCG–1999–5151, 64 FR 67180, Dec. 1, 1999]

§ 58.50–15 Alternate material for construction of independent fuel tanks.

(a) Materials other than those specifically listed in Table 58.50–5(a) and in Table 58.50–10(a) may be used for fuel tank construction only if the tank as constructed meets the testing requirements of Marine Department, Underwriters' Laboratories, Inc. (formerly Yacht Safety Bureau) STD E–3, paragraph E3–3. Testing may be accomplished by any acceptable laboratory, such as the Marine Department, Underwriters' Laboratories, Inc. (formerly Yacht Safety Bureau), or may be done by the fabricator if witnessed by a marine inspector.

(b) [Reserved]

[CGFR 68–82, 33 FR 18878, Dec. 18, 1968, as amended by CGFR 69–127, 35 FR 9980, June 17, 1970]

Subpart 58.60—Industrial Systems and Components on Mobile Offshore Drilling Units (MODU)

SOURCE: CGD 73–251, 43 FR 56801, Dec. 4, 1978, unless otherwise noted.

§ 58.60–1 Applicability.

This subpart applies to the following industrial systems on board a mobile offshore drilling unit (MODU):

(a) Cementing systems.

(b) Circulation systems, including—

(1) Pipes and pumps for mud;

(2) Shale shakers;

(3) Desanders; and

(4) Degassers.

(c) Blow out preventor control systems.

(d) Riser and guideline tensioning systems.

(e) Motion compensation systems.

(f) Bulk material storage and handling systems.

(g) Other pressurized systems designed for the MODU's industrial operations.

§ 58.60–2 Alternatives and substitutions.

(a) The Coast Guard may accept substitutes for fittings, material, apparatus, equipment, arrangements, calculations, and tests required in this subpart if the substitute provides an equivalent level of safety.